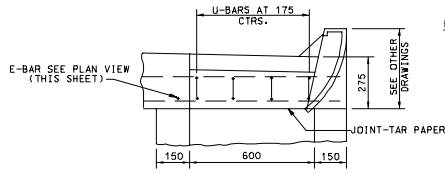
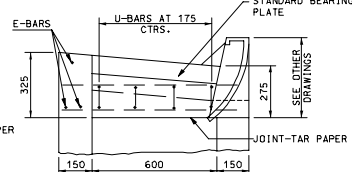


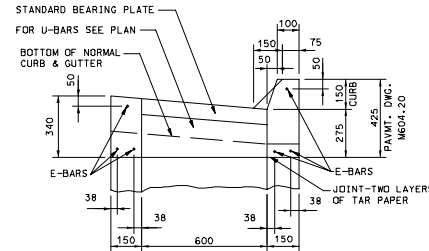
THICKNESS OF SLAB AT CENTERLINE OF  
PAVEMENT. SEE TYPICAL SECTIONS



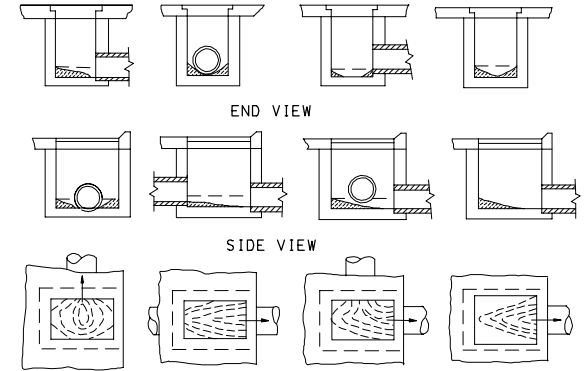
SECTION A-A



SECTION C-C



SECTION C-C



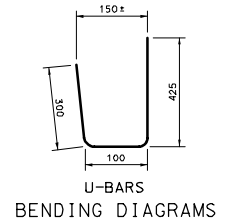
TYPICAL INVERTS

(1) SEE SECTION A-A FOR LOCATION OF E-BARS ALONG OUTER EDGE

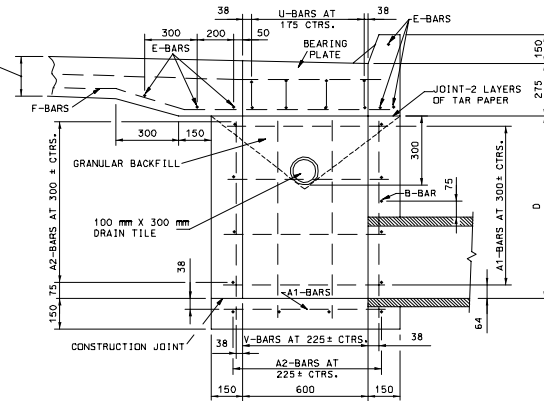
DEDUCTIONS FOR EACH PIPE OPENING									
PIPE SIZE	CONC	STEEL	A1	A2	CUT OFF	U	ADD		
300	0.02	2	2 AT 825	2 AT 450	1 AT 825				
375	0.03	2	2 AT 825	2 AT 525	1 AT 825				
450	0.04	2	2 AT 825	2 AT 600	1 AT 825				

QUANTITIES & BAR BILL									
DEPTH "D"	CONC	STEEL	A1	A2	V	E	F	U	
			825	825	NO.	LGTH.	2100	1500	825
300	0.22	48	8	8	12	600	6	6	8
375	0.46	48	8	8	12	825	6	6	8
450	0.52	48	10	10	12	825	6	6	8
600	0.53	48	10	10	12	975	6	6	8
1050	0.66	81	12	12	12	1125	6	6	8
1200	0.73	81	12	12	12	1275	6	6	8
1350	0.79	81	14	14	12	1425	6	6	8
1500	0.86	70	14	14	12	1575	6	6	8
1650	0.93	6	16	16	12	1725	6	6	8
1800	1.00	77	16	16	12	1875	6	6	8

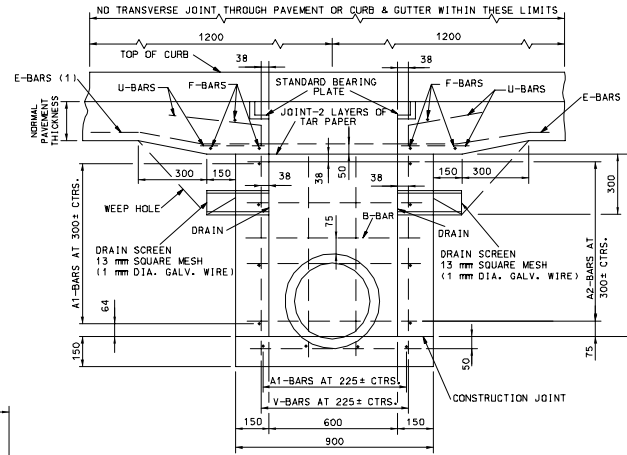
B AND S-BARS ARE #19. ALL OTHERS ARE #13.  
QUANTITIES INCLUDES 0.11 m<sup>3</sup> CONCRETE FOR INVERT



U-BARS BENDING DIAGRAMS

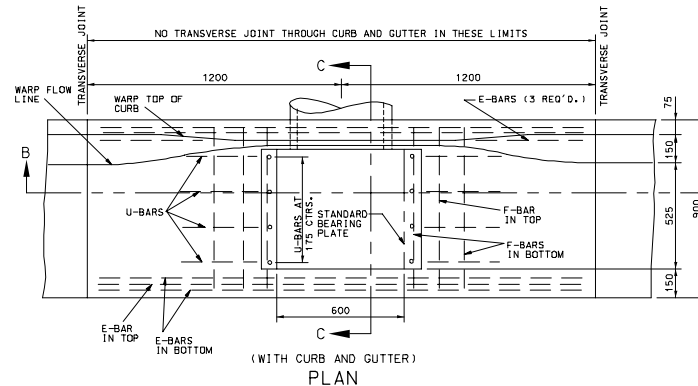


SECTION A-A



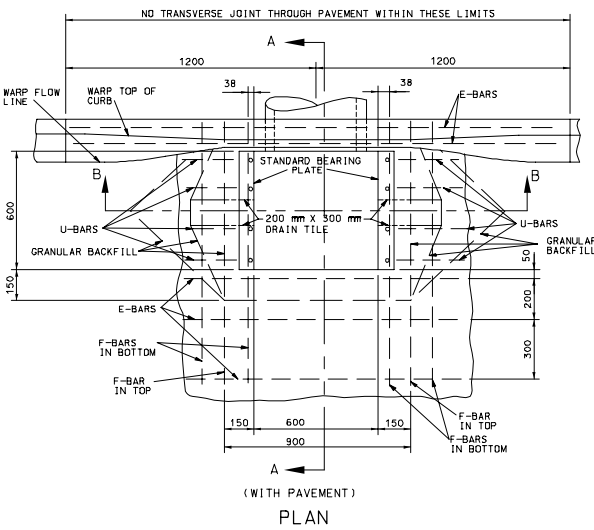
(THROUGH PAVEMENT AND THROUGH CURB AND GUTTER)

SECTION B-B



(WITH CURB AND GUTTER)

PLAN



(WITH PAVEMENT)

PLAN

GENERAL NOTES:

ALL DIMENSIONS ARE SHOWN IN mm UNLESS OTHERWISE NOTED.

TOP OF DROP INLET WALLS SHALL BE LEVEL AND TO THE ELEVATION OF BOTTOM OF SLAB AT EDGE OF TRAVELED WAY OR BOTTOM OF CURB AND GUTTER AT DROP INLET.

ALL CONCRETE ABOVE THE TAR-PAPER SEPARATION JOINT IS TO BE CONSTRUCTED DURING PAVING OPERATIONS OR CURB AND GUTTER CONSTRUCTION AND WILL BE PAID FOR AS SQUARE METERS OF CONCRETE PAVEMENT OR METERS OF CURB AND GUTTER.

ALL CONCRETE BELOW THE TAR-PAPER SEPARATION JOINT SHALL BE CLASS "B". CONCRETE IN INVERTS SHALL BE PLACED AFTER DROP INLET HAS BEEN CONSTRUCTED.

REINFORCING BARS SHALL BE CUT AND/OR BENT AT PIPE OPENINGS. ALL U AND F-BARS SHALL BE SECURELY TIED TOGETHER AND FASTENED TO SECURE AGAINST ANY POSSIBLE DISPLACEMENT DURING THE PLACING OF CONCRETE. THE REINFORCING STEEL SHOWN ON THIS DRAWING IS IN ADDITION TO ANY REINFORCING SHOWN ON DRAWINGS FOR CONCRETE PAVEMENT OR CURB AND GUTTER.

NO DIRECT PAYMENT WILL BE MADE FOR CUTTING PIPE NOR FOR CUTTING AND BENDING REINFORCING BARS.

MISSOURI HIGHWAY AND TRANSPORTATION  
COMMISSION

DROP INLET  
TYPE G

DATE: \_\_\_\_\_ EFFECTIVE: 05-01-1997 M604.26D 1/1